Ferry System Multi-modal Terminals (Anacortes and Mukilteo)

Our promise to the public

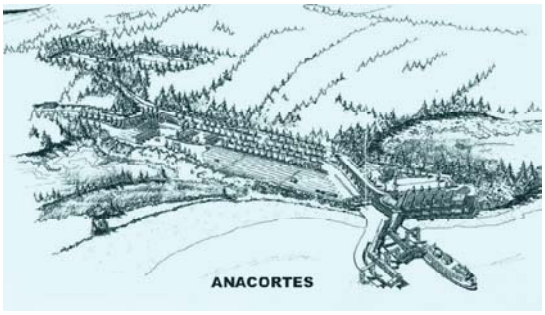
The Washington State Department of Transportation (WSDOT) is committed to meeting growth in the public's demand for ferry service and providing its customers with alternatives to travel by single occupancy vehicles.

What is WSDOT doing to maintain and increase the capacity of ferry terminals?

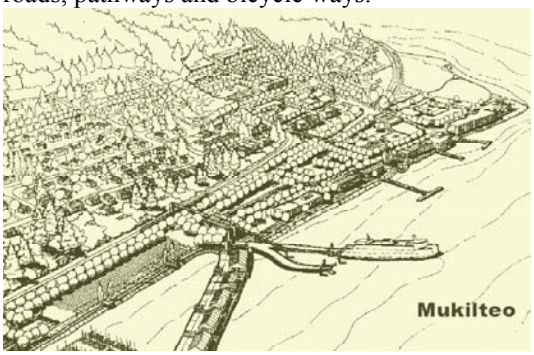
WSDOT proposes to build two multi-modal terminals at Anacortes and Mukilteo. WSF requires $4,244,000 in the 2001-2003 Biennium to pursue these projects. ($1,916,000 is already authorized). These funds will be used for planning and preliminary engineering. Total cost of the two projects is $229 million. The Mukilteo Multi-modal Terminal will be completed in FY 2012. The Anacortes Multi-modal Terminal will be completed in 2016.

What kind of improvements will be made?

Improvements to the Anacortes Ferry Terminal will create a fully functional three slip multi-modal terminal capable of meeting growth in travel demands for San Juan Islands domestic service and Anacortes-Sidney international service. Investments will improve the terminal's vessel reception capacity by adding a third slip, accommodate larger vessels by moving the tie-up slips to deeper water, and improve land-side traffic flows by constructing grade separation. The project also reconstructs two and constructs a third passenger overhead loading, builds passenger drop-off facilities and improves the upper parking lot and trail leading to the terminal. Finally, the project improves the structural condition and functionality of the main terminal building.



The new ferry terminal at Mukilteo will be a fully functional two-slip multi-modal terminal capable of meeting growth in cross-Sound travel demand. The new terminal will be built at a different site. It will have two slips; expanded vehicle holding space within the terminal; new passenger facilities, including a passenger terminal building, overhead loading and unloading, pedestrian and bicycle holding areas and ADA accommodations; and a commuter rail tie-in, a bus platform, park and ride lots, HOV pick-up and drop-off areas, and connections to roads, pathways and bicycle ways.



Why is WSDOT building multi-modal terminals?

Ferry terminals are becoming a bottleneck in moving people and vehicles across Puget Sound. In recent years, WSDOT has increased the size of its fleet to meet growth in the number of riders. However, terminals are reaching their capacity to handle the volume of riders loading and unloading from vessels. Additionally, customers want travel alternatives for reaching their cross-sound destinations that involve the ability to transfer from ferries to commuter rail, buses, and other pedestrian modes.

The Anacortes Ferry Terminal is the hub for island-mainland and inter-island domestic travel in the San Juan Islands and international travel to Vancouver Island, BC. Two million customers pass through the terminal each year. The proposed multi-modal terminal improvements address three needs. First, the existing terminal needs greater capacity to handle the volume of riders loading and unloading from vessels. Second, the terminal has inadequate facilities to

support rider preferences for transferring between ferries and various pedestrian modes of travel. Finally, the main terminal building is in poor structural condition and has minimal functional usefulness.

The Mukilteo Ferry Terminal is a high volume transportation hub. Approximately 4.5 million customers use the terminal as a linkage between West Sound areas and major urban, industrial and commercial centers in King and Snohomish counties. The proposed multi-modal terminal project addresses three needs. First, the ferry terminal is due for replacement. The existing facility is near the end of its structural life. Its current location offers a poor landing site for vessels. It has inadequate capacity for vessel reception, unloading and loading. Second, the existing terminal has inadequate facilities to support rider preferences for transferring between ferries and commuter rail, bus and other pedestrian modes of travel. This is unfortunate because Mukilteo is at the convergence of ferry, highway and rail transportation corridors and will become a transfer center in the regional system. Finally, ferry operations at the current location create congestion on local roads near the terminal and conflicts with the city's development plans.

The end result

The improvements at the Anacortes Ferry Terminal will allow WSF to meet growth in travel demand and increase customer mobility options. The third operating slip, relocated tie-up slips and grade separation make it possible to deploy a sixth vessel, use larger vessels for servicing the islands and improve traffic flows into and out of the terminal. As a result WSF will be able to implement a more efficient split route structure, increase flexibility in vessel scheduling, and support continuation of the Anacortes-Sidney international route. The pedestrian oriented improvements provide customers with choices for their means of travel. Finally, the project improves the condition and functionality of the main terminal building for serving both domestic and international travelers.

Building a new terminal at a new site in Mukilteo will allow the facility to meet growth in travel demand, provide customers with mobility options and address local concerns about congestion and city development. The second slip, expanded vehicle holding space and facilities to expedite loading and unloading of pedestrian riders will provide the terminal capacity needed to add a third vessel on the route. The various facilities for transferring from ferries to commuter rail, bus, etc. will provide pedestrian riders with seamless connections to the regional transportation system. Finally, relocating the terminal and expanding its vehicle holding capacity relieves congestion on local streets near the terminal and eliminates conflict with local development plans.

What are the project timelines?

The following table shows the estimated timelines and costs of each project. The costs of the Anacortes Terminal improvements are phased over a longer time than the costs of the Mukilteo Terminal. The Anacortes improvements must take place while the existing facility remains in operation. Whereas, the new Mukilteo Terminal will be built at another site

Ferry System Multi-modal Terminals Improvements

Start in Mid-2001-2003, In Thousands of Dollars

	01-03	03-05	05-07	07-09	09-11	11-13	13-15	15-17	Total
Anacortes Multi-modal Terminal Improvements									
Tie-up Slip Relocation	518	1,226	4,868	4,458	0	0	0	0	11,070
3d Operating slip	0	580	3,256	9,322	6,988	0	0	0	20,146
Terminal Building Phase I	0	0	780	7,616	13,690	6,898	0	0	28,984
Drop-off Facility	0	0	118	1,232	2,244	1,138	0	0	4,732
Grade Separation	0	0	0	518	5,056	8,214	3,622	0	17,410
Overhead Loading Slips 1 & 2	0	0	0	0	424	7,302	7,376	0	15,102
Overhead Loading Slip 3	0	0	0	0	96	6,726	7,136	0	13,958
Upper Parking Lot & Trail	0	0	0	0	0	384	2,788	0	3,172
Terminal Building Phase I	0	0	0	0	0	296	2,112	1,938	4,346
Total	518	1,806	9,022	23,146	28,498	30,958	23,034	1,938	118,920
Mukilteo Multi-modal Terminal Improvements *									
Planning	3,726	7,752	4,042	0	0	0	0	0	15,520
Ferry Facilities	0	3,272	9,382	18,524	14,612	1,582	0	0	47,372
Multi-modal Facilities	0	0	3,424	15,890	20,338	7,760	0	0	47,412
Total	3,726	11,024	16,848	34,414	34,950	9,342	0	0	110,304
Grand Total	4,244	12,830	25,870	57,560	63,448	40,300	23,034	1,938	229,224

* Cost shown here do not include improvements for highway access to the terminal. This cost is assigned WSDOT Program I.

where construction will not be in conflict with the operation of the old terminal.

What is being done to protect the environment?

Both of these projects address environmental concerns:

- By replacing older structures at each site, they reduce the risk of damage to the environment caused by failure of terminal systems and structures.
- They also reduce marine contamination by replacing creosote-treated timber terminal structures with concrete and steel structures.
- Finally, they employ environmental mitigation, such as replanting eel-grass.

Increasing safety is one of our priorities

These improvements favorably impact the safety of people.

- By replacing older structures at each site, they reduce the risk of injuries to persons caused by failure of terminal systems and structures.
- Terminal building waiting areas and passenger overhead loading structures protect pedestrians by separating them from vehicles.
- New pick-up and drop-off facilities offer greater protection.
- Grade separation and expanded vehicle holding space address traffic flow issues and reduce vehicle queuing both of which are factors in car accidents.
- ADA improvements offer greater convenience and protection to customers with special needs.

Government-to-government tribal consultative process

Ferry terminal projects may impact near shore resources and habitats that are of interest to Indian tribes. WSF works to address the tribe's concerns. The process begins during the project development phase. WSF sends letters to impacted tribal councils introducing the proposed project and providing an informational package that includes project concepts, figures, a summary of environmental issues, permit applications and mitigation plans. It meets with the tribe's leadership, biologists and archeologists to discuss and accommodate tribal concerns. WSF and tribal representatives work to find mutually agreeable solutions to issues.

Expenditure Plan Per Biennium

	01-03	03-05	05-07	07-09	09-11	Future	Total
*Funded with State Revenues	$383	$460	$0	$0	$0	$0	$843
Funded by Federal Grants	$1,533	$175	$0	$0	$0	$0	$1,708
Funded Subtotal	$1,916	$635	$0	$0	$0	$0	$2,551
Additional Revenue Required for Completion	$2,328	$12,195	$25,870	$57,560	$63,448	$65,272	$226,673
Project Total Cost	$4,244	$12,830	$25,870	$57,560	$63,448	$65,272	$229,224

Financial data is current as of 9/1/01. Dollars are in thousands.
Costs shown here do not include imprvements for highway access to the Mukilteo terminal. Highway access improvements are the responsibility of WSDOT Program I.

This effort may lead to a formal agreement between WSDOT and the tribe concerning the actions WSF will take to mitigate the effects of its project and address other tribal concerns.

Financial information

WSDOT has secured federal grants to begin planning for the Mukilteo project. Currently these federal funds and matching state funds amount to $1,916,000 in the 2001-2003 Biennium and $635,000 in the 2003-2005 Biennium. However, most of the costs for these projects are unfunded; i.e., $226,673,000.

How can I get more information?

For more information contact:

Pat Patterson
Washington State Ferries Public Affairs Office
2911 Second Avenue
Seattle, Washington 98121-1087
206.515.3410